

POST-DH DETAILING PROCESS

1. Please read the following guidance to help understand post DH slating and how to prepare for the Aviation Commander Command Screen Board (ACSB).
2. Orders negotiation should begin via phone or email about 12 months from roll date. Confirm a “roll window” with your XO and CO so all potential billets can be considered and keep your detailer informed on any changes. A last minute (i.e., inside 12 month) notification of new PRD will reduce the available options.
3. Follow-on options depend on your DH FITREP and competitiveness for Command (based on strength of record). You and your detailer will review your record to determine which jobs should be considered for career progression. There is no job that will **guarantee** selection for command. Your next job will only strengthen an already established performance trend. Options include FA-18 Community billets, War College, Joint, GSA, as well as general flying and non-flying billets. Talk over options with your detailer, CO/XO, peers and mentors to make an educated decision.
4. FA-18 Community jobs include NPC (the Bureau), FRS OPSO/TO, and AIRLANT/AIRPAC key billets. Only those with a solid record should consider filling a community billet. A strong record should overcome the lack of JDA qualification for the ACSB. If you are being considered for a VFA community billet, the detailer will let you know.
5. War College is a great choice for someone with time available and a desire to get JMPE and a Masters Degree in residence. A joint job is also a possibility post War College if the timing allows.
6. Joint jobs are typically only available for those “on-track” for Command. There are national and international locations. When listing preferences to the detailer, attempt to narrow down the location and/or command of interest.
 - a. A joint command will use you as they see fit. You may be filling the Sierra Hotel VFA guy billet, but if they need a Coffee Mess Officer, you are going to be running the Coffee Mess. Do as much research as you can, concentrating on location and command. **Do not make a decision on a joint job based on whether the incumbent screened or did not screen.** Sustained superior performance over an entire career makes a CO, not the joint job title.
 - b. The toughest way to get JDA credit is via a GSA. GSAs are typically one year unaccompanied in Iraq or Afghanistan and count towards a full joint tour if approved through the self-nomination process. There are also limited possibilities to take 12 month GSA orders to DEVGRU. These opportunities are winding down, but some are still available.
 - c. JCS carries some extra weight on the ACSB. The reason is twofold. First of all, JCS is known for its pain. Second, JCS billets are nominative, which weeds out the weaker records.
 - d. The remainder of joint jobs can be grouped together. Although some may provide a Major Staff (if it is commanded by a 3 star) and/or an overseas stamp, they are all basically the same. Find a good location, check in, and expect to be assigned a job based on the command’s need.

e. Although some joint jobs will offer a competitive break out, they are neither predictable nor required. A non-competitive (1 of 1) Joint Fitrep will **NOT** have a negative effect at the ACSB. If lucky enough to be ranked among a competitive group, ensure progression towards an EP.

f. Joint billets are decreasing. The Navy is manning joint commands at 85% on average. The closure of JFCOM in Norfolk has further reduced the joint billets, especially those in the Norfolk / VA Beach area. Be flexible with job location, as many opportunities to fill joint billets will be based solely on timing and availability.

7. If you are an OP-T DH currently serving at a shore command (VTs/FRS), you should expect sea duty orders for your next assignment. One of the most efficient ways to satisfy this sea duty requirement is via a GSA. GSA billets in places like Afghanistan, Iraq, Djibouti, Bahrain, and Qatar can receive full sea duty credit for doing a year or less BOG. If a GSA is not agreed upon, you can expect a more traditional sea duty like 7th Fleet staff, 5th Fleet, CSG or ESG staff.

8. If you are an OP-T DH currently serving on sea duty (TACRON), you should expect shore duty orders. Possibility of flying orders at places like the NSAWC, VXs, base or Type Wing staffs. Numerous non-flying opportunities exist at a wide variety of shore commands and locations. Work with the detailer to get an idea of the possibilities that fit your roll timing.

9. A poor record, short #1 or a #2 EP/MP high water DH FITREP, and/or personal choice may lead to a general flying or non-flying job. They include Type Wings, Weapons Schools, FRS, Training Command, NPS, etc. Provide the detailer with location and flying/non-flying preferences. Understand after this tour, the O-5 detailer is most likely going to send you back to sea, so choose wisely. A CAG OPS billet may be a follow on option, network with Air Wing Commanders for a by name request.

10. At some point following your DH tour, you will be eligible for the ACSB. Follow the enclosed "Board Preparation / Service Record Update Checklist" to ensure all required documents are included in your military record. Additionally, ensure the detailer has your contact information just in case they find something missing prior to the ACSB. Please note, correspondence sent to the ACSB **WILL NOT** be added to permanent records, except for official Navy photos.